

## Walking Audit

Walking audits are site inspections undertaken initially to review and determine the problems along the streets. From the team's visit and the residents' input during the audit, the following conclusions were drawn:

The Makakilo neighborhood has a large number of walkers and school children. People of all ages live in Makakilo and are often outdoors, being active and socializing. There is a great sense of community pride as people enjoy the powerful vistas, welcoming breezes and suburban space. Makakilo has a strong sense of identity. Much of the housing is multi-family and offers opportunities to people of all different income levels.

Makakilo Drive is a steep uphill grade, wide and long, inviting higher end speeds. Street crossings are very wide and discourage pedestrian and bicycle activity. Much of the walking is in treeless, unshaded areas. The climate in Makakilo is dry and hot, making walking uncomfortable.

Children attempting to cross Makakilo Drive to use the trail to their school have a complex and challenging crossing. Panana Street is also very wide. Sections appear very stark and wide. The area around Mauka Lani Elementary School is congested in mornings and afternoons as parents pick-up and drop-off their children. Except for the JPO crossing, the activity at these times of day is undirected and potentially problematic.

However, the school crossing guards and students provide a well-orchestrated, efficient and vital safety presence and operation. Mauka Lani School should be held as an exemplary Junior Police Officer operation.

With additional thought and an improved environment motorist and parent attention to traffic safety can be improved. Drivers have many competing distractions and children need an improved space to make their crossings.

All of the roads in the neighborhood are posted at 25 miles per hour. This is a commonly posted speed limit for residential neighborhoods, but it is easily, and often exceeded. Because the roads have slight topographical variation and are generally straight, the driver feels comfortable traveling at speeds greater than what is posted.



During the walking audit, numerous residents were observed walking, bicycling, pushing strollers, jogging, going to the recreation center or waiting for transit. These types of trips allow people to enjoy their beautiful surroundings and interact with their neighbors while going about their business. These are the types of trips that build stronger communities and should be encouraged by pedestrian friendly and bicycle friendly street design.

## Charrette Agenda

- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Major Issues
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

An evening charrette was held on Tuesday, April 11, 2000 between 7:00 and 9:00 pm. Residents who attended learned the process, tools and applications of traffic calming. Following a presentation on traffic calming by Dan Burden, residents were asked to “Identify the Big Problems.” Residents discussed the need to slow traffic for the safety of the children. Makakilo neighbors addressed the speeding problem by selecting a variety of traffic calming tools and using their own experience and knowledge of the area to propose solutions.



## PUBLIC CONSENSUS

The Makakilo Neighborhood charrette provided sufficient direction to permit the design team to go forward with both the system development and conceptual design of various traffic calming features. The significant products of a successful charrette include:

1. Getting the neighborhood to accept "ownership" of the problem.
2. Selecting and prioritizing specific projects within the identified neighborhood boundaries.
3. Developing consensus and a positive working relationship with the neighborhood board, elected officials and City and County staff to achieve early and appropriate reconstruction of roadways and intersections.

The following problems and potential solutions were identified:

***The problems and locations identified by residents are:***

- Makakilo Drive (speeding, accidents, dysfunctional stop sign, dangerous crosswalk)
- Speeding on Panana Street (many accidents, property damage)
- Makakilo and Palahia intersection (speeding, accidents)
- Palailai - dangerous curve, limited-to-no sight distance
- School drop off area too congested and cars drive too fast, need better crossing for kids
- Barren appearance of Panana Street
- Visual obstruction of wall at Palailai and Makakilo Drive
- Makakilo Drive and Palahilo crosswalks

***A table design session followed.*** Residents worked in small groups around tables with neighborhood maps, and identified the following potential action items. The residents' suggestions were handed over to the traffic calming engineers to determine the most effective treatment for each location.

- Roundabout at Palahia and Makakilo Dr.
- Median on Palahia with center turn lane
- Median with bulbouts at Palehua Hale and Palehua Gardens on Makakilo Dr.
- Median with bulbouts at Kanehoa Place and Makakilo
- Speed table with crosswalk on Panana at Mauka Lani Elementary School
- More trees on Panana
- Bulbouts with median islands at Makakilo and Panana
- Roundabout- Makakilo Drive and Panana
- Wider medians on Makakilo from H-1 to Kinohi Place
- Speed table crossing at trail on Makakilo





## STUDY AREA

Makakilo is located on the southwestern side of Oahu in the Ewa plain region. The neighborhood is generally sloped and the streets wind through the hillside. Much of the housing is multi-family near Mauka Lani Elementary School, while single-family homes line many of the roads into the neighborhood.

